SAPC-15416
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6 May 1957

MEMORANDUM FOR: Deputy Project Director

SUBJECT   : Generator Failure on the U-2

1. In the event of failure of the 28 volt D.C. generator
on the U-2, initial indications will be evidenced by the generator-
out light glowing and the load meter indicating zero. In this
event the battery-generator switch should be moved to 'battery-
only'. All electrical accessories not absolutely necessary
should be turned off, especially those having large power require-
ments. Electric power should be used sparingly since depletion
of the battery would render all electrical items inoperable.

2. Flight can be continued as long as battery power remains
for indispensable items such as face-plate heat. However, the
Flight Handbook recommends flight be terminated as soon as possible
(and I might add, practicable). If at a relatively low altitude
where face plate heat is not required, the battery-generator switch
can be turned off to further conserve the battery. Any interruption
in power to the fuel counter will render its indications inaccurate.
Time will then be the only method of computing fuel remaining.

3. The message from Detachment A states that low ceilings
and visibilities prevailed at the more suitable air fields. An
instrument let-down and low approach would have required extended
use of the AC generator with the accompanying greater possibility
of complete electrical source failure. The U-2 is equipped with
a 35 ampere-hour battery. There is no statement in the Flight
Handbook which estimates the battery capacity for continuous
hours of operating anyone or a combination of the electrical units.
Its primary function is stated as a source of emergency electrical
power. Consequently, I feel [   ] used good judgment in
landing. Had he attempted to return to [   ] more serious
consequences could have resulted.

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